

Fairview Loop Safety Committee

Presentation for Senator Charlie Huggins
November 15, 2010

We believe our goals are the same for Fairview Loop

- Pedestrian (non-motorized) pathway the full length of Fairview Loop (FL)
- Fiscal responsibility & demonstrated wise use of State funds



Stevens Elementary



Mat-Su Borough supports a Fairview Loop pathway

**A Fairview Loop
separated pathway the
full 11 miles is listed in
the plan and the FL
pathway is #1 on the
Borough CIP list**

The ADOT has improvements planned

- They plan to build four foot shoulders:
 - Are those compatible with FL's official designation as a rural collector?
 - Will they increase the average speed of traffic?
 - Are they in keeping with the FL's rural nature?
 - Are they the best use of State funds?



However, Fairview Loop may still be dangerous

- Despite good public policy, ADOT's work on FVL will leave pedestrians and bicyclist in the same dangerous situation they are in now.
- ADOT's plan to create 4 ft of shoulder may make it even more dangerous for non-motorized use.
- Contributing to this is the fact that 85% of the traffic exceeds the speed limit and there is little or no traffic law enforcement.



While drivers may be more comfortable with paved shoulders, pedestrian's risk may increase.

- That is because paved shoulders:
- Provide greater effective turning radius for trucks
- Provide space for off-tracking of trucks rear wheels
- Provide space to make evasive maneuvers
- Accommodate driver error
- Add a recovery area to regain control of the vehicle
- Provide space for disabled vehicles
- Contribute to driver ease and reduced driver strain

Fairview Loop, unsafe at higher speeds

- Although AASHTO recommends a design speed of 20 to 40 mph for "residential minor rural collectors with rolling terrain" which is how ADOT describes FL. When 'context sensitive' reasons are present design speeds related to 85% of prudent drivers can be used.
- In the case of FL, ADOT ignored the qualifier "Prudent" and has included drivers driving well over the speed limit in their calculations to come up with their design speed.



2009/08/23

Fiscal responsibility

DOT stated in their 3R analysis report that they would do the road improvements in stages if funding required it.

We believe that a pedestrian pathway can be funded by doing the road in stages, reducing paved shoulders to 2 feet paved 2 feet unpaved, not changing the radius of curves and putting the project out to bid.

More fiscal common sense

- Without four foot shoulders, this project could possibly be brought in under budget
- If the speed limit was reduced, the road would not need four foot shoulders.
- Without four foot shoulders, there might be funds remaining that could be used for a multi-use pathway.

All the design problems are easier

- Without four foot shoulders
 - Right of Way is less of an issue
 - Speed along the road is automatically reduced
 - Construction costs are reduced
 - Less materials are needed
 - Maintenance is easier
 - Unsafe truck traffic is discouraged, but local trucking companies remain



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